

PORTLAND 2045

**TRANSPORTATION
SYSTEM
PLAN**

Draft Public and Agency Engagement Plan

Updated January 2024

Contents

Overview.....	3
Introduction.....	3
Project Overview	3
Public Involvement Principles.....	4
Equity and Demographic Analysis	5
Transportation Justice and Equity.....	5
Key Equity Goals	6
What is Race?	7
Underserved Populations	8
Benefits and Burdens (Why it matters? Why should you care?)	9
Racial Diversity in Portland.....	10
Income	10
Languages Spoken	10
Engagement Plan.....	12
Advisory Bodies	12
Community Stakeholders	13
Public and Agency Involvement Process	15
Communication and Activities.....	16
Process Schedule and Tools.....	17
Appendix.....	22
Applicable City Policies	22

Overview

Introduction

This Public and Agency Engagement Plan (the Plan) will guide outreach for and engagement in the planning process of the update to the Transportation System Plan (TSP). It is also a key requirement for updating a TSP in defining the means and methods by which Oregon Statewide Goal 1, Public Involvement, will be met.

This Plan will prioritize community-led engagement and decision-making, with special emphasis placed on racial minorities, low-income people, and other underserved populations. Through this process, the Plan will center the voices of underserved populations at all levels of decision-making through multilingual and tailored outreach activities. It also includes gathering, collecting, and valuing quantitative and qualitative information (including lived experience) from the community to help in the agency's understanding of how proposed changes would benefit or burden underserved populations.

Since the most recent adoption of the TSP, and a subsequent minor update adopted in March 2020, PBOT and the Bureau of Planning and Sustainability have performed several citywide public outreach efforts for plans and studies. It is because of participants in these past public outreach activities that further planning efforts, such as the 2045 TSP, can build upon the knowledge and experiences of residents across the city.

As a companion piece to this Plan, there will be a separate accompanying document that delves into the history of racist transportation planning in Portland. Featured as a key part of the Plan's major equity analysis, understanding this history is vital in ensuring that informed transportation and land use decisions avoid perpetuating harms to underserved populations and continue meaningful pursuit of transportation justice.

Additionally, this Plan contains an equity and demographic analysis, and an engagement plan with public involvement activities and actions aimed at including a range of stakeholders with diverse interests and lived experiences. The Plan will also serve as a general schedule for implementing engagement tools and strategies throughout the phases of the TSP work plan.

Project Overview

The TSP is a long-range document that guides transportation policies and investments for the City of Portland over a 20-year time period. A requirement of Oregon's statewide planning process, the TSP is the transportation element of the City's Comprehensive Plan, as well as an input into the Regional Transportation Plan (RTP).

As a foundational document for the City, the TSP is intended to be both a long-term plan, while also providing guidance today. Since the first TSP was adopted by the City of Portland in 2002, it has periodically been updated. The most recent major update occurred between 2016-2018 as part of the Comprehensive Plan's state-mandated periodic review.

The Department of Land Conservation and Development (DLCD) updated Oregon Administration Rules (OAR) Chapter 660, Division 12, also known as the Transportation Planning Rule (TPR), in 2022. The rulemaking that updated the TPR is known as the Climate Friendly and Equitable Communities (CFEC) rulemaking. The purpose of the CFEC rulemaking was to better align the state's transportation planning with its long-term climate pollution goal. Cities located within a metropolitan area must update their TSPs in conformance with the 2022 updates to the TPR intended to reduce greenhouse gas emissions (see OAR

660-0012-0100). For all cities this mandate applies to, the State has arranged for the updates to occur sequentially, placing the City of Portland in line to begin a major TSP update in FY 2025.

Portland's 2045 TSP will be a major update, revisiting the vision, goals, and performance expectations the community has for its shared transportation system. This TSP update will utilize a combination of quantitative and qualitative analyses that will be informed by public engagement with the diverse communities that could benefit or be impacted by transportation changes.

Public Involvement Principles

The public involvement process will also be guided by the Public Involvement Principles of the City of Portland. These include the following and are intended to represent a road map to guide government officials and staff in establishing consistent, effective, and high-quality public involvement across Portland's City government:¹

- **Partnership:** Community members have a right to be involved in decisions that affect them. Participants can influence decision-making and receive feedback on how their input was used. The public has the opportunity to recommend projects and issues for government consideration.
- **Early Involvement:** Public involvement is an early and integral part of issue and opportunity identification, concept development, design, and implementation of City policies, programs, and projects.
- **Building Relationships and Community Capacity:** Public involvement processes invest in and develop long-term, collaborative working relationships and learning opportunities with community partners and stakeholders.
- **Inclusiveness and Equity:** Public dialogue and decision-making processes identify, reach out to, and encourage participation of the community in its full diversity. Processes respect a range of values and interests and the knowledge of those involved. Historically excluded individuals and groups are included authentically in processes, activities, and decision and policy making. Impacts, including costs and benefits, are identified and distributed fairly.
- **Good Quality Process Design and Implementation:** Public involvement processes and techniques are well-designed to appropriately fit the scope, character, and impact of a policy or project. Processes adapt to changing needs and issues as they move forward.
- **Transparency:** Public decision-making processes are accessible, open, honest, and understandable. Members of the public receive the information they need, and with enough lead time, to participate effectively.
- **Accountability:** City leaders and staff are accountable for ensuring meaningful public involvement in the work of city government.

¹ City Of Portland Public Involvement Principles. <https://www.portlandoregon.gov/civic/article/312804>

Equity and Demographic Analysis

Transportation Justice and Equity

The City of Portland defines equity as achieved when one's identity—such as race, ethnicity, gender, age, disability, national origin, immigrant status, and/or sexual orientation—cannot predict outcomes, opportunities, or the distribution of resources in the city or in society. The Office of Equity and Human Rights (OEHR) directs the City to utilize an intersectional approach to all bureaus' operations, including planning and public engagement. This approach is intended to transform historic power dynamics for accountable systemic change based on the principles of humanity, justice, and belonging. The City of Portland leads with race and disability in all this work.²

This Plan directly responds to one of the critical questions identified in *Moving to Our Future*: PBOT's Strategic Plan 2019-2024. *Will it advance equity and address structural racism?*

At the direction of PBOT's Strategic Plan, an agency-wide Transportation Justice framework is in development. The work is inspired by the definition of equitable transportation coined by the National Association of City Transportation Officials' (NACTO) Equity Committee:

Equitable transportation is the process and outcomes of ensuring that our transportation systems are inclusive of, meet the needs of, support, and prioritize marginalized or underrepresented communities (race, physical ability, geographic location) where institutional and structural barriers impacting mobility and access have been eliminated, enabling an opportunity for both economic and social growth.

While PBOT's working draft definition of Transportation Justice is still in development, key elements include both the elimination of disparities in mobility and interconnected systems and the transformative redistribution of power, resources, and opportunities to ensure that all Portlanders use and enjoy the same access to safe, reliable, sustainable, and affordable transportation/mobility options. Achieving transportation justice requires these actions in both processes and in outcomes.³

Integral to Transportation Justice is the recognition of both existing and past injustice. In the context of the TSP, this means that we must recognize how historic transportation decisions and past disinvestments have disproportionately harmed BIPOC Portlanders, people with disabilities, community members living on low-incomes, and other underserved groups through the destruction of neighborhoods and important community places, gentrification and resulting displacement, unequal travel times, disparate access to mobility options and key destinations, increased traffic safety and personal security risks, health outcomes resulting from transportation systems, and more.

The City is committed to the fair treatment and meaningful involvement of all people, regardless of income or identity, in all aspects of its bureaus' work. Fair treatment means that no individual or group of people should bear a disproportionate share of the negative consequences resulting from policies, plans, or projects in process or in outcomes. Meaningful involvement includes the following components:

² City of Portland Office of Equity and Human Rights.

³ Portland Bureau of Transportation. *Transportation Justice*. <https://www.portland.gov/transportation/director/pbot-strategic-plan/transportation-justice>

- Potentially affected community members have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment or health;
- The public's contributions can influence the regulatory agency's decision;
- The concerns of all participants involved will be considered in the decision-making process;
- And the decision makers seek out and facilitate the involvement of those potentially affected.⁴

The City of Portland acknowledges historical injustices and the context of local decision-making and supports the equitable distribution of benefits and burdens of decisions to ensure that those most impacted from decisions have meaningful opportunity to participate in the process. The City's commitment to non-discriminatory engagement includes supporting focused efforts to engage minority, low-income, people with disabilities, people with Limited English Proficiency (LEP), and senior and youth populations.

This public involvement plan, in tandem with the City's public engagement plans, policies, and practices, is guided by and in conformance with the City of Portland Title VI Civil Rights Program and Plan.

Key Equity Goals

While the key equity goals of the project will be focused on the reduction of transportation-related disparities and the consideration of the benefits and burdens, equity is also the consideration of—beyond the equitable geographic distribution of resources and investments—consideration of process equity and support of power-shifts as outlined in the transportation justice portion above. Because of this, the equity goals of the TSP itself should be co-created with community members. This list, then, is devoted to the key equity goals identified by City Staff of the public involvement plan and process itself (in addition to the principles previously outlined in this section):

- **Recognition of diversity within diverse communities:** Cultural competency and equity-orientation requires the understanding that individuals within communities have their own stories, experiences, and perspectives. For example, the nearly 60,000 Native Americans living in the city today represent more than 380 tribal affiliations.⁵ Further, two individuals with very similar identities may have radically different backgrounds, dreams, and perspectives. As such:
- **Leading with race, with consideration of intersectionality:** Project staff will, as directed by the City of Portland, lead with race in its outreach. However, we will also focus on the complexities of experience (as represented in the goal above) alongside the intersections of varying identities and how they impact experiences, power dynamics, and outcomes of the engagement and plan.
- **Center community knowledge and expertise:** The project team is committed to the elevation of personal experience, community knowledge, and qualitative data sources toward its final plan recommendations.
- **Effective utilization of targeted universalism and equity engagement toward plan outcomes:** Project staff is committed to the representation of diverse community members' needs in the policies and projects updated in the TSP, meaning that staff is committed to meaningful engagement that avoids tokenism. Project staff will also focus on outreach to the most underserved and underrepresented community members.

⁴ United States Environmental Protection Agency. *Learn about Environmental Justice*. <https://www.epa.gov/environmentaljustice/learn-about-environmental-justice>

⁵ <https://www.oregonmetro.gov/news/roots-portlands-native-american-community>

- **Recognition of trust and power dynamics within the engagement and decision-making process:** It is the City's practice to consider power dynamics as part of an engagement plan, because it is often the community members with the most at stake who do not have the most power to impact project outcomes. Further, in part as a result of these longstanding power dynamics and the considerations of institutional and systemic structures, many individuals and communities do not trust government, the engagement process, or the decision-making process within planning. Given the structure of decision-making in the TSP and the City and the above, it is the project team's responsibility to fully represent and communicate the input of those with the least power within current structures while working to support power-sharing whenever possible.
- **Transparency in process, project prioritization, and outcomes:** As part of the consideration of the above trust and power dynamics, the project team is committed to transparent communication regarding the process, project prioritization process, and the potential of engagement to impact plan outcomes. Part of transparency is the commitment to developing and communicating a process in a way that is broadly accessible, easy to understand, and relatable.
- **Moving beyond equity toward justice:** In support of the concurrent effort with the Transportation Justice Initiative (outlined below), the project team will work to acknowledge the structural changes and redistribution of power, resources, and opportunities needed to move toward justice beyond equity. As part of this work, the project team will work to integrate power-sharing and shifting of decision-making power to community wherever possible within the confines of this planning process.

What is Race?

This project will utilize the categories of race and ethnicity as defined by the 2020 US Census, of which six are defined: "White;" "Black or African American;" "American Indian or Alaska Native;" Asian;" "Native Hawaiian or Other Pacific Islander;" or "Some Other Race" which offers a write-in area for respondents to fill in details about their racial identity.⁶ Additionally, the US Census categorizes Hispanic origin as an ethnicity, rather than a racial category. While these categorizations may be useful from a system-wide and quantitative perspective, they are problematic in that their categorization is often used to group together the lived experiences of many individuals with diverse backgrounds and lived realities. This limitation is notable for at least a few reasons:

1. The definitions of race and ethnicity are reliant on many cultural and social components in the United States, including centuries of racist and discriminatory practices across systems and institutions. This includes the categorization schemes themselves which are historically rooted in ideas of superiority of some groups over others, despite there being no truth to the separation of "races" in a genetic sense.
2. Race designations themselves along with racial categorization enforcement have changed over time, based on hegemonic ideas of race itself as a concept.
3. Despite the above, groups defined as "white" consistently experience more advantages than groups defined as non-white, across many—if not all—indicators.⁷
4. Even with myriad experiences of individuals within the prescriptive categories above, the social realities of race within American society and culture throughout history and persisting to today

⁶ <https://www.census.gov/topics/population/race/about.html>

⁷ <https://www.racialequitytools.org/resources/fundamentals/core-concepts/race%2C-ethnicity%2C-and-indigeneity>

have created social categories and collective identities based on shared culture, realities, and experiences.⁸

Additionally, the commonly used term “BIPOC”, which references Black, Indigenous, and People of Color is often used an inclusive term to also represent the varying identities of individuals and groups identifying as not white. This term is not without its criticism, in part because it is still often used to aggregate numerous identities and experiences.⁹ This is important to note because the use of the term is not meant to do so, but rather to provide a starting point and conscious space to discuss the complexities of the intersectional identities and experiences of Black, Indigenous, and People of Color (BIPOC) communities in the United States. Because of this, this public and agency engagement plan will seek to elevate community experience, expertise, and lived realities through qualitative data collection as much as possible. This is also noted in the subsequent Key Equity Goals section of this plan.

Taking all the notable considerations and concerns above, this project will defer to the US Census and other public agencies for available quantitative data sources.

Underserved Populations

The TSP is a citywide plan. Because of this, the demographic characteristics of individuals, households, and communities vary across the plan geography. Additionally, Oregon Administrative Rules (OAR) through the Department of Land Conservation and Development (DLCD) on Climate Friendly and Equitable Cities outlines how cities must engage the public, and the rule specifically outlines “underserved populations” for focused engagement in the development and approval of Transportation System Plans (OAR 660-012-0120). The rule on underserved populations recognizes that certain groups deserve prioritized attention regarding transportation and land use planning due to historic and current marginalization (OAR 660-012-0125). According to this rule, underserved populations include, but are not limited to:

- Black and African American people;
- Indigenous people (including Tribes, American Indian/Alaska Native and Hawaii Native);
- People of Color (including but not limited to Hispanic, Latina/o/x, Asian, Arabic or North African, Middle Eastern, Pacific Islander, and mixed-race or mixed-ethnicity populations);
- Immigrants, including undocumented immigrants and refugees;
- People with limited English proficiency;
- People with disabilities;
- People experiencing homelessness;
- Low-income and low-wealth community members;
- Low- and moderate-income renters and homeowners;
- Single parents;
- Lesbian, gay, bisexual, transgender, queer, intersex, asexual, or two-spirit community members;
- Youth and seniors.

In order to fulfill the requirements of the above rules, specific concentrations of the above communities will be identified prior to and during public engagement. However, it is important to note that there are some challenges in the identification of some of these populations utilizing readily available data sources.

⁸ <https://www.theatlantic.com/ideas/archive/2020/06/time-to-capitalize-blackand-white/613159/>

⁹ <https://www.nytimes.com/article/what-is-bipoc.html>

For example, the U.S. Census through its surveys only just first started adding questions about sexual orientation and gender identity in 2020 (amidst the pandemic); as such, there is not yet a citywide method to identify concentrations of members of this priority population. This is only one such example, but it points to a broader need through the course of this public engagement plan and process for City staff and any project team members to utilize existing groups, organizations, and networks serving these community members to focus outreach and engagement of these individuals and groups.

That said, some groups' high-level differences and concentrations are listed below.

Benefits and Burdens (Why it matters? Why should you care?)

Because of generations of both institutional and systemic racism and discrimination embedded in the United States from its founding, BIPOC and other underserved residents have intentionally been denied access to resources or opportunities across virtually all segments of society. As a result, major disparities exist in our City; many of those disparities are directly or tangentially related to the transportation network. Further, transportation decisions both historic and present have and continue to benefit some individuals and communities at the burden and expense of others. These disparities include, but are not limited to: access to reliable, safe, and affordable transportation options that get residents where they need to go; health outcomes resulting from transportation emissions, land use, and access to safe or culturally sensitive active transportation options; gentrification and displacement occurring in part as a result of transportation investments and other government-supported decisions. These disparities and others have been considered in research related to the TSP update process and will continue to be explored toward the ultimate goal of the reduction and elimination of those disparities.

The TSP guides transportation policies and investments in Portland over the next 20 years. As such, it has tremendous implications for potential benefits and burdens for communities in the City. From street classifications to project prioritization, the transportation system and investments impact land uses, development, and communities through its policies and projects. This project's scope may have significant impacts that directly and indirectly benefit and burden different communities. These include:

- Transportation improvements may directly benefit some communities while burdening others. This can include costs and benefits associated with different modes, costs of infrastructure, and impacts of investments on affordability for communities.
- Other policy decisions in the TSP may also benefit some communities while burdening others.

City staff should focus on equity considerations and work with community members to identify broader potential benefits and burdens based on a community-shaped vision and goals as well as concerns and barriers of transportation decisions, policies, and investments in their neighborhoods. The following list of broad topic areas connected to equity will serve as a starting point for further discussions:

- Air quality, climate, and health impacts
- Economic opportunity and wealth creation
- Affordability and housing (including gentrification and displacement)
- Transportation/mobility access
- Safety and security

Racial Diversity in Portland

The City of Portland continues to diversify racially. In 2020, all 24 neighborhoods (*agglomerated, from the 95 by the Portland Housing Bureau in the 2022 State of Housing Report*)¹⁰ in the City had a non-white population share of more than 15 percent. While the City overall continues to grow in racial diversity, it is not doing so evenly across neighborhoods. BIPOC populations continue to increase in Outer East, Northeast, and Southeast Portland, where in 2020 the neighborhood composition of BIPOC residents ranged from 40 percent to nearly 48 percent. BIPOC population shares increased in every neighborhood between 2015 and 2020. The five neighborhoods with the highest BIPOC population shares (as of 2020) include: Pleasant Valley; St. Johns; 122nd Division; Tyron Creek-Riverdale; and Gateway (additional BIPOC population shares by neighborhood are available at the source).¹¹

The PBOT Equity Matrix contains a map of race and ethnicity by tract, where race and ethnicity data from the U.S. Census are combined to create an index from 1 to 5 (where the higher the percentage of self-identified BIPOC or Hispanic/Latinx, the higher the score). The highest concentrations of BIPOC or Hispanic/Latinx residents are in far North Portland (the peninsula), Outer Northeast, East and Southeast Portland (all tracts East of 82nd Avenue now score 3 or higher on the index).¹² Again, as this score is an aggregate, so the project team should utilize this information as a starting point for more targeted analysis and outreach of specific racial and ethnic communities.

Income

Incomes have risen overall in Portland between 2015 and 2020, although income disparities persist. White households still see the highest median income compared to all BIPOC groups, with Black/African American households still having incomes less than half of white households.¹³

The PBOT Equity Matrix contains a map of median household income (MHI) by tract, represented in an index from 1 to 5 (where the lower the MHI, the higher the score). The highest score (lowest income) tracts are concentrated in the Central City; far Northeast, East, and Southeast; parts of the Peninsula; and Southwest Portland.

Further, the Equity Matrix has a combined index map that combines the scores from both the race/ethnicity and income maps to show concentrations of higher proportion BIPOC populations and lower incomes. These overlaps correlate generally with those maps, with the highest combined index scores in far Northeast, East, and Southeast Portland; the Peninsula, and parts of the Central City.¹⁴

Languages Spoken

Numerous languages are spoken by households throughout the city. In addition to English, the following languages are spoken by approximately 1,000 or more Limited English Proficiency (LEP) individuals in the City's boundaries:¹⁵

- Spanish
- Vietnamese

¹⁰ <https://www.portland.gov/phb/state-of-housing-report>

¹¹ <https://www.portland.gov/phb/documents/2022-state-housing-part-1-portland-demographics-and-housing-stock/download>

¹² <https://pdx.maps.arcgis.com/apps/MapSeries/index.html?appid=ba500ae0b9554fc68104a2ff016e25fc>

¹³ <https://www.portland.gov/phb/documents/2022-state-housing-part-1-portland-demographics-and-housing-stock/download>

¹⁴ <https://pdx.maps.arcgis.com/apps/MapSeries/index.html?appid=ba500ae0b9554fc68104a2ff016e25fc>

¹⁵ <https://www.portland.gov/officeofequity/language-access/language-list-and-guidance>

- Chinese
- Russian
- Somali
- Ukrainian
- Romanian
- Nepali
- Chuukese

Of the above, Spanish is the only non-English language currently spoken by 2% or more of the population citywide. Additional languages spoken by many of Portland's LEP community members include the following; while these languages did not reach the City's 1,000 threshold, large numbers of LEP community members do speak them:

- Japanese
- Korean
- Tagalog
- Laotian (Lao)
- Arabic
- Mon-Khmer Cambodian

The PBOT Equity Matrix does not contain a specific map for LEP, but the combined index map does contain a layer representing tracts with higher than the citywide average for LEP households (above 3.8%). These tracts are distributed throughout the city, with concentrations on the Peninsula; in Far North, Northeast, East, and Southeast; parts of South Portland and Southwest Portland, and some of the Central City.¹⁶ The Bureau of Planning and Sustainability also produces a map layer, available for ArcGIS, which is updated annually and contains populations considered to have LEP; the map contains specific ACS data by tract with details as to the number of residents who have LEP and which language they speak.¹⁷

There are cultural and social considerations with regard to language access that project staff will utilize as much as possible, including: the consideration of oral versus written preferences, trust of government, fear of authorities in mixed status immigrant households, Indigenous language needs, and more. The City of Portland recognizes that language and culture are fluid, and that language access is a continuous quality improvement process that recognizes the ever-changing demographics of our community.¹⁸ As such, the project team will utilize a combination of translation services and community liaisons whenever possible.¹⁹

¹⁶ <https://pdx.maps.arcgis.com/apps/MapSeries/index.html?appid=ba500ae0b9554fc68104a2ff016e25fc>

¹⁷ <https://gis-pdx.opendata.arcgis.com/datasets/PDX::limited-english-proficiency/about>

¹⁸ <https://www.portland.gov/officeofequity/language-access/language-list-and-guidance>

¹⁹ <https://www.portlandoregon.gov/civic/article/482264>

Engagement Plan

Advisory Bodies

- Comprehensive Plan Community Involvement Committee (CIC)

Project staff will coordinate with the Comprehensive Plan Community Involvement Committee (CIC) on the development of this public and agency engagement plan in Fall 2023, where the CIC will learn about the process and approach and develop a list of recommended strategies for integration into this plan. Project staff will maintain contact with the CIC on which recommendations are and are not integrated and how those recommendations affected the community involvement process.

- Technical Advisory Committee (TAC)

Technical Advisory Committees focus on the technical analysis methodologies and results to maintain consistency between and within jurisdictions as well as maintain compliance with state and regional plans and regulations.

The TSP Update will involve the expertise of a TAC made up of a range of different bureau and partner agency staff including, but not limited to, representatives from the following as determined by the Project Management Team:

- Portland Bureau of Transportation
 - 2040Freight Project Management Team
 - Active Transportation & Safety (ATS)
 - Vision Zero
 - Safe Routes to School
 - Transportation Demand Management (TDM)/Programming
 - Engineering
 - Bridges
 - Signals and Streetlighting (TISMO)
 - Development Review
 - Planning Division
 - Area & Project Planning (APP)
 - Complete Streets (CS)
- Bureau of Planning and Sustainability (BPS)
- Bureau of Environmental Services (BES)
- Metro
- Oregon Department of Environmental Quality (DEQ)
- Oregon Department of Transportation (ODOT)
- Oregon Department of Land Conservation and Development (DLCD)
- Port of Portland
- Multnomah County
- TriMet

The project team will provide updates and bring key decisions to this advisory group throughout the project to garner feedback and recommendations.

- Other Task-Specific Working Groups

In addition to the Project Management Team, task leads may form task-specific working groups with subject matter experts within the bureau, other partner bureaus, or other partner agencies. These working groups will serve to inform work that is presented to the Technical Advisory Committee, Community Advisory Committee, and the public.

- Community Advisory Committee (CAC)

This nontechnical committee will support PBOT staff by advising on key tasks throughout each phase of the 2045 TSP work plan. This includes a focus on policies and outcomes of the technical analyses and providing valuable insight into community priorities. Selected applicants for the nontechnical committee will be appointed by the director and commissioner-in-charge and will aim to include members of the public such as: residents, property owners, business owners, representatives from underserved populations, advocacy groups, civic institutions, community centers, and senior centers.

- Modal Committees

For the past couple decades, PBOT has staffed three public modal advisory committees: bicycle, freight, and pedestrian. Staff will engage with modal committees at each phase of the planning process to support the TSP in taking a comprehensive view of all modes of transportation to inform priorities, tradeoffs, and opportunities.

- Planning Commission

The Planning Commission has responsibility for the stewardship, development, and maintenance of the Comprehensive Plan. The TSP is a supporting document of the Comprehensive Plan and as such, the Planning Commission will hold public hearings and discussions as part of this project. Based on these hearings, the commission will share a recommended draft for City Council's consideration. Participants in the project's community involvement will be notified and invited to testify at the hearing(s).

- Portland City Council

The Portland City Council has the sole authority to amend the TSP and any related city codes. As part of the project, City Council will hold public hearings that include both written and oral testimony. City Council will consider the Planning Commission's recommended draft and make amendments following public testimony. Participants in the project's community involvement will be notified and invited to testify at the hearing(s).

Community Stakeholders

The Community Stakeholder and Resources list will be co-created with the CIC, TAC, and CAC, integrating underserved populations as defined in DLCD rules and other equity considerations above. The following draft list is not exhaustive and is subject to ongoing development.

The table lists each stakeholder group and will later identify matching community resources in Portland. Some resources may end up spanning multiple stakeholder groups. Underserved population groups are shaded in gray.

Stakeholder Groups
Black and African American people
Indigenous people (including Tribes, American Indian/Alaska Native and Hawaii Native)
People of Color (including but not limited to Hispanic, Latina/o/x, Asian, Arabic or North African, Middle Eastern, Pacific Islander, and mixed-race or mixed-ethnicity populations)
Immigrants, including undocumented immigrants and refugees
People with limited English proficiency
People with disabilities
People experiencing homelessness
Low-income and low-wealth community members
Low- and moderate-income renters and homeowners
Single parents Lesbian, gay, bisexual, transgender, queer, intersex, asexual, or two-spirit community members
Youth and seniors
Residents of affordable housing
Faith leaders
Community gathering spaces <ul style="list-style-type: none"> • Schools • Community centers • Libraries • Parks • Faith centers/religious centers/houses of worship
Community organizations <ul style="list-style-type: none"> • Active transportation • Affordable housing • Equity/justice • Culturally specific • Climate and sustainability • Community development/affordable housing • Community-based organizations (CBOs) • Health-based organizations
Neighborhood associations and district coalitions

Public and Agency Involvement Process

The project team is committed to robust engagement to inform, consult, and involve the public—with specific focus on underserved populations as defined in the Department of Land Conservation and Development's (DLCD's) Transportation Planning Rules section above. The engagement process will focus on public priorities and needs, and all aspects of engagement will specify to the public why input is needed, how that input will be utilized to impact the plan, and how the project team will report that input out to staff, advisory bodies, decision-makers, and the public.

To inform the community about the project, its progress, and opportunities to impact outcomes, staff will provide balanced, objective, transparent, and understandable information to support the public's understanding of the issues and alternatives throughout the planning process. Project information will also be made broadly accessible through multiple means, languages, and sources. Additionally, while some members of the public will already want to know about the project and tracking its progress, the project team is committed to bringing information to priority communities; staff will work to ensure information is also focused to reach these communities and that it effectively communicates how the TSP affects them and how they can contribute to the process to impact outcomes.

In order to gain feedback from the public on goals, alternatives, analysis process, and decisions, the plan and staff will communicate explicit opportunities for the public to provide input. Consultation will focus on key points in the planning process and will ensure that both the plan and staff listen to, acknowledge, gather, report, and communicate concerns and aspirations of the public to decision-makers. On top of this, staff will communicate transparently how this process is conducted, how input is reported, and how this consultation is utilized in the final analysis and recommendations. Effort will be made to ensure that underserved and underrepresented communities and community members have ample opportunity to contribute input.

Beyond consultation, involvement will focus on working directly with the public directly throughout the process to ensure that public concerns and aspirations are effectively and consistently understood and considered. While informing and consulting focus on information sharing and information gathering respectively, involvement includes two-way communication to ensure mutual understanding. Additionally, the involvement process will focus on approaches to reach underserved and underrepresented communities and community members and will explicitly represent community concerns and aspirations in goals, alternatives, and evaluation processes.

The final decision-making on recommendations will be in the hands of elected representatives of the Portland City Council. With knowledge of this decision-making structure, however, the project team will work to effectively and transparently communicate recommendations from the collaborative process to decision-makers while also working to ensure that community groups and affected community members are aware of this structure and their right to attend, contribute comments, and offer testimony. Additionally, effective January 1, 2022, Oregon HB2560 requires that all public meetings be made accessible through remote means and provide opportunity for members of the public to remotely submit oral and written testimony (both synchronously and asynchronously); staff will communicate this to the community.

Communication and Activities

The following table lists potential communication and activities with the understanding that the timeline and the resources available are still to be determined. Tools that specifically advance goals of transportation justice and equity are highlighted in a separate column.

Tools for Participation	Justice/Equity and Specific Community Considerations
<ul style="list-style-type: none"> • Project web page • Videos • Public presentations • PowerPoints/slide decks • Handouts/info sheets • Visual guides • Email list/notifications • Social media • Canvassing • Media releases • Signage • Tabling events • Project phone number for answering questions and providing information • News blogs • Advertising • Door hangers • Surveys, print and online • CBO partnerships for information gathering • Portland Map App • Stakeholder interviews • Presentations at community meetings followed by consultation questions • Focus groups • Comp Plan CIC • Modal committee engagement • Text message intercept surveys • Open house with comment opportunities • Multi-meeting/multi-issue work groups • Online or in person open house/s 	<ul style="list-style-type: none"> • Translation and interpretive services • Specific tailored communication • Cultural consultant/CBO partnerships for information sharing or survey responses • Language-based interviews or focus groups • Hosting live events in high equity areas • Participation stipend (paying communities for expertise) • Culturally-specific outreach events • Youth events • Specific events for priority populations as possible

Process Schedule and Tools

The following diagram illustrates an overview of the 2045 TSP process schedule assuming a 36-month period. Public engagement efforts will span three of the four phases up to implementation, including groundwork, development, and refinement. These efforts will occur alongside other TSP tasks that are listed in the diagram arrows under each respective phase.

The diagram also includes “big questions” that should be addressed with continuous engagement within each phase. These questions act as a gate to be unlocked with the TSP process only moving on to the next phase once each of the “big questions” have been comprehensively answered.

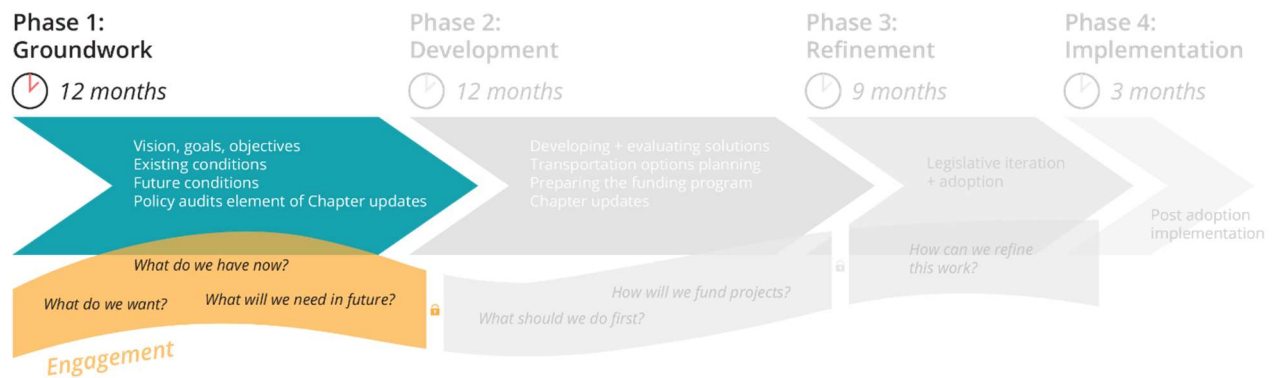


Four-phase TSP process schedule and engagement questions

Overall goals of participation:

1. To increase awareness and broad visibility of the plan and process while working to increase access to public engagement/feedback response rates for engagement opportunities.
2. To gather feedback from the public that will impact the planning process, materials, evaluation, and outcomes.
3. To gather new ideas, create mutual understanding around concerns, ideas, and vision and considering input throughout the process.
4. To work together with community/ies, groups/organizations, to develop partnership, solicit understanding and advice, and create innovative solutions with and from the public.
5. To provide elected decisionmakers the information they need to inform their decision-making. Inform the public of opportunities to impact elected decision-making and the information the public needs to know to meaningfully appeal to the Planning Commission and City Council with their interests and concerns.
6. Inform the public of the limitations of the public planning process, support contributions in that space, and to work to effectively represent communities to the greatest extent possible to decision-makers.
7. To capacitate informed participation and meaningful engagement that avoids perpetuating harms to underserved populations and continues meaningful pursuit of transportation justice.

The sections below specifically address the engagement process across each phase, including a list of key tasks and tools that will be used. It should be noted that more engagement tasks are identified in the Phase 1 as feedback from the “groundwork” phase will end up shaping the process and tasks for the subsequent phases.



Goal: Assembling information about our transportation system and community feedback about system goals and objectives to support and guide the collaboration we'll need to develop priorities for Portland's future.

- Draft initial Public and Agency Engagement Plan
Portland's TSP must prioritize community-led engagement and decision-making, with special emphasis placed on racial minorities, low-income people, and other underserved populations and feature a public involvement program that centers the voices of underserved populations at all levels of decision-making. This process should include an equity analysis, regular reporting on progress towards this goal, and multilingual, tailored outreach activities. It also includes gathering, collecting, and valuing quantitative and qualitative information (including lived experience) from the community on how the proposed change benefits or burdens underserved populations.
 - Demographic research and relevant geographic summary information
Identify areas with concentrations of underserved populations as provided in OAR 660-012-0125, identified using best available data with consistency among bureau and city practices.
 - Major equity analysis
A major equity analysis is required as provided in OAR 660-012-0135 and is a method for Portland to determine whether its TSP improves outcomes for underserved populations. The analysis must include an inventory of how past transportation and land use decisions have harmed underserved populations (content of History of Racist Transportation Planning), identifying geographic areas with concentrations of underserved people, development of performance measures for key community outcomes, and analysis of proposed changes against these performance measures.
 - Branding strategy
Font and standardized document templates for reports, fact sheets, and PowerPoints.
 - Webpage and contact
Establish a central website and shared project email address.
 - Log
Establish public involvement tracking log.

- Community interviews
Inform refinements to plan and incorporate how community-based organizations and other key communities of interest wish to participate. Identify specific areas of interest/ concern.
- Gain refinement advice
Present the draft public and agency engagement plan to Comp Plan CIC for feedback; a required engagement step for this legislative process. Also consult with PBOT's Transportation Justice Steering Committee and/or public involvement and equity practitioners.
- Establish Technical Advisory Committee (TAC)
Technical Advisory Committees focus on the technical analysis methodologies and results to maintain consistency between and within jurisdictions as well as maintain compliance with state and regional plans and regulations. Technical Advisory Committees members are typically identified and appointed by the city/county and include local agency staff such as planning directors, public works directors, traffic engineers, transit agency leaders, and other technical staff such as transportation analysts or modelers. Members might include representatives from ODOT, the county, adjacent cities, the Metropolitan Planning Organization (where applicable), transportation service providers, transportation options providers, emergency services providers, local public health agencies, utilities, schools, and liaisons from the planning commission or council/commission/court.
- Establish Community Advisory Committee (CAC)
This nontechnical committee will focus on policies and outcomes of the technical analyses and provide valuable insight into community priorities. Nontechnical committee members are typically identified and appointed by the city/county and include members of the public such as: residents, property owners, business owners, representatives from underserved populations, advocacy groups, civic institutions, community centers, and senior centers. As with Technical Advisory Committees, it can also be helpful to include a liaison from the planning commission or council/commission/court.
- History of racist transportation planning
The major equity analysis now required of TSPs, per Task 1.1.1.1A, must include an inventory of how past transportation and land use decisions have harmed underserved populations. PBOT currently has a 150-page draft History of Racist Transportation Planning, which can be refined to serve this purpose while also inspiring equity and transportation justice-informed participation in the 2045 TSP.
 - Community and external SME review stipends
Community and external historian subject matter experts expect from modern best practice to be compensated for their time reviewing and contributing to historical papers. Broader expertise and perspectives provide PBOT with the opportunity to build trust in/ among impacted communities. The budget assumes ten \$500 stipends for community and external subject matter expertise for review and contributions to the history of Portland's racist transportation planning and a collaboratively evaluated executive summary.
 - Community video storytelling

Storytelling through video is a meaningful medium to reach a broad audience and make a bigger impact. Community review participants will be invited to share personal photos and be interviewed about their own experiences and/ or knowledge of Portland's racist transportation history. These stories may be shared individually and as woven into an overall narrative video.

- Narrative video to impact informed participation and meaningful engagement
Not everyone is going to read a history paper, however video (with narrative history, community voices and stories, and historical imagery) has the potential to make a bigger impact and reach more people. The narrative video will aim to inspire equity and transportation justice-informed participation in the 2045 TSP.
- Public video screening event
A public screening event of the narrative video will help to further elevate community voices. It will also bring the community together, fostering a collective sense of understanding and ownership over the experiences shared by fellow residents.
- CAC attendance and support
There will be 7 CAC meetings hosted quarterly throughout the 33-month planning process (excludes Task 10 implementation work). TAC meetings, which will be held on alternating every-other month schedules with the CAC, are designed, in part, to inform preparation for CAC meetings. Staff will need to arrange meeting dates, times, locations, hybrid options, and other administrative tasks as well as prepare meeting processes, agendas, materials, activities, and presentations, take meeting notes, and publish materials to the website and in Interested Parties emails for adequate CAC member preparation, public notice, and public records availability and transparency, supporting informed engagement in the plan.
 - CAC stipends
Equity-centered best practice and City policy allowance supports up to \$500 per year, per participant, which could be authorized by individual CAC members to decline. Stipends support sustained participation, especially among individuals and organizations for whom participation takes away from paid work time, priority activities, or causes incurred costs or inconveniences.
 - Meeting sustenance, parking, transit pass accommodations
Meeting after typical work hours may produce participant costs for parking or transit and could require attendees to skip dinner. The project team will endeavor to reduce these barriers to participation while setting participants up for success with sustenance necessary to learn and participate meaningfully.
- Phase I engagement
Phase I engagement includes assembling information about our transportation system and perspectives that shape our goals and objectives to support and guide the collaboration we'll need to develop priorities for Portland's future.
 - Online engagement
 - Equity-centered focus groups/workshops

- Language translation
- Engagement incentives
- Culturally relevant consultant support
- Social media, radio advertising
- Youth values/creative involvement activities
- Youth outreach

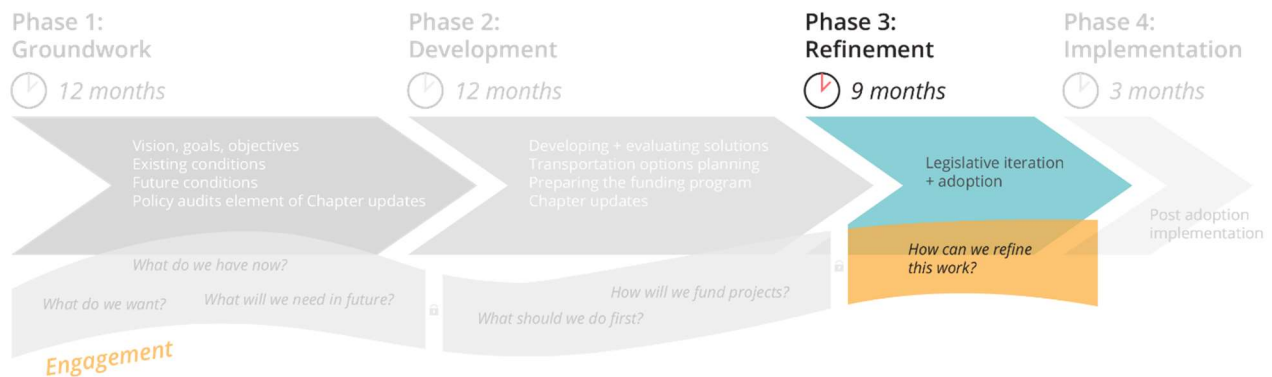


Goal: Collaborating with technical experts, agency partners, and community to develop and evaluate solutions that meet agreed upon goals, objectives, and evaluation and performance criteria.

- **Phase II engagement**

Phase II engagement includes collaborating with technical experts, agency partners, and community to develop and evaluate solutions that meet agreed upon goals, objectives, and evaluation and performance criteria.

- Online engagement
- Neighborhood, focus group, workshop engagement



Goal: Engaging Portlanders to iterate improvements to their 2045 TSP.

- **Phase III engagement**

Phase III will engage Portlanders to iterate improvements to their 2045 TSP.

- Online engagement
- Neighborhood, focus group, workshop engagement
- Printing and distributing review copies

Appendix

Applicable City Policies

The following Comprehensive Plan and Transportation System Plan community involvement policies will guide PBOT's work during the TSP update.

Partnerships and coordination: Maintain partnerships and coordinate land use engagement with:

- a. Individual community members. (COMPREHENSIVE PLAN Policy 2.1.a)
- b. Communities of color (including those whose families have been in this area for generations such as Native Americans, African Americans, and descendants of immigrants), low-income populations, Limited English Proficient (LEP) communities, Native American communities, immigrants and refugees, and other under-served and under-represented communities. (COMPREHENSIVE PLAN Policy 2.1.b)
- c. District coalitions, Neighborhood Associations, watershed councils, and business district associations as local experts and communication channels for place-based projects. (COMPREHENSIVE PLAN Policy 2.1.c)
- d. Businesses, unions, employees, and related organizations that reflect Portland's diversity as the center of regional economic and cultural activity. (COMPREHENSIVE PLAN Policy 2.1.d)
- e. Community-based, faith-based, artistic and cultural, and interest-based non-profits, organizations, and groups. (COMPREHENSIVE PLAN Policy 2.1.e)
- f. People experiencing disabilities. (COMPREHENSIVE PLAN Policy 2.1.f)
- g. Institutions, governments, and tribal nations. (COMPREHENSIVE PLAN Policy 2.1.g)

Broaden partnerships: Work with district coalitions, Neighborhood Associations, and business district associations to increase participation and to help them reflect the diversity of the people and institutions they serve. Facilitate greater communication and collaboration among district coalitions, Neighborhood Associations, business district associations, culturally-specific organizations, and community-based organizations. (COMPREHENSIVE PLAN Policy 2.2)

Extend benefits: Ensure plans and investments promote environmental justice by extending the community benefits associated with environmental assets, land use, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. Maximize economic, cultural, political, and environmental benefits through ongoing partnerships. (COMPREHENSIVE PLAN Policy 2.3)

Eliminate burdens: Ensure plans and investments eliminate associated disproportionate burdens (e.g. adverse environmental, economic, or community impacts) for communities of color, low-income

populations, and other under-served or under-represented groups impacted by the decision.
(COMPREHENSIVE PLAN Policy 2.4)

a. Minimize or mitigate disproportionate burdens in cases where they cannot be eliminated. (COMPREHENSIVE PLAN Policy 2.4.a)

b. Use plans and investments to address disproportionate burdens of previous decisions. (COMPREHENSIVE PLAN Policy 2.4.b)

c. Provide and document concerted efforts to engage those with the potential to be impacted by the plans, public policies, or projects in order to evaluate and mitigate disparate burdens, especially for under-served and under-represented communities including Limited English Proficient (LEP) communities, communities of color, low-income populations, and those traditionally underserved by transportation services.
(TRANSPORTATION SYSTEM PLAN 2.4.c)

Community capacity building: Enhance the ability of community members, particularly those in under-served and/or under-represented groups, to develop the relationships, knowledge, and skills to effectively participate in plan and investment processes. (COMPREHENSIVE PLAN Policy 2.5)

Land use literacy: Provide training and educational opportunities to build the public's understanding of land use, transportation, housing, and related topics, and increase capacity for meaningful participation in planning and investment processes. (COMPREHENSIVE PLAN Policy 2.6)

Agency capacity building: Increase City staff's capacity, tools, and skills to design and implement processes that engage a broad diversity of affected and interested communities, including under-served and under-represented communities, in meaningful and appropriate ways.
(COMPREHENSIVE PLAN Policy 2.7)

2.7.a. Provide funding that is adequate to carry out equity-driven public involvement best practices. (TRANSPORTATION SYSTEM PLAN 2.7.a)

2.7.b. Foster a culture of equitable public involvement across all divisions within PBOT.
(TRANSPORTATION SYSTEM PLAN 2.7.b)

2.7.c. Foster consistency in community engagement approaches and implementation across the Bureau of Transportation. (TRANSPORTATION SYSTEM PLAN 2.7.c)

Channels of communication: Maintain two-way channels of communication among City Council, the Planning Commission (PC), project advisory committees, City staff, and community members.
(COMPREHENSIVE PLAN Policy 2.8)

Community analysis: Collect and evaluate data, including community-validated population data and information, to understand the needs, priorities, and trends and historical context affecting different communities in Portland. (COMPREHENSIVE PLAN Policy 2.9)

Community participation in data collection: Provide meaningful opportunities for individuals and communities to be involved in inventories, mapping, data analysis, and the development of alternatives. (COMPREHENSIVE PLAN Policy 2.10)

Open Data: Ensure planning and investment decisions are a collaboration among stakeholders, including those listed in Policy 2.1. Where appropriate, encourage publication, accessibility, and wide-spread sharing of data collected and generated by the City. (COMPREHENSIVE PLAN Policy 2.11)

Roles and responsibilities: Establish clear roles, rights, and responsibilities for participants and decision makers in planning and investment processes. Address roles of City bureaus, elected officials, and participants, including government agencies and tribal nations in addition to community and neighborhood leadership, business, organizations, and individuals. (COMPREHENSIVE PLAN Policy 2.12)

Project scope: Establish clear expectations about land use project sponsorship, purpose, design, and how decision makers will use the process results. (COMPREHENSIVE PLAN Policy 2.13)

Community influence: At each stage of the process, identify which elements of a planning and investment process can be influenced or changed through community involvement. Clarify the extent to which those elements can be influenced or changed. (COMPREHENSIVE PLAN Policy 2.14)

Documentation and feedback: Provide clear documentation for the rationale supporting decisions in planning and investment processes. Communicate to participants about the issues raised in the community involvement process, how public input affected outcomes, and the rationale used to make decisions. (COMPREHENSIVE PLAN Policy 2.15)

2.15.a. Keep interested parties, and those who may be impacted by decisions related to plan and project implementation informed of direct and related engagement opportunities (TRANSPORTATION SYSTEM PLAN 2.15.a)

2.15.b. Ensure PBOT decision-making processes are clear, straightforward, and include mechanisms for public accountability, so that the public has the capacity to participate. (TRANSPORTATION SYSTEM PLAN 2.15.b)

2.15.c. Ensure public involvement and outreach practices, materials, and processes are culturally relevant (TRANSPORTATION SYSTEM PLAN 2.15.c)

Community Involvement Program: Maintain a Community Involvement Program that supports community involvement as an integral and meaningful part of the planning and investment decision-making process. (COMPREHENSIVE PLAN Policy 2.16)

Community engagement manual: Create, maintain, and actively implement a community engagement manual that details how to conduct community involvement for planning and investment projects and decisions. (COMPREHENSIVE PLAN Policy 2.17)

2.17 Refer to the Bureau of Planning and Sustainability Public Engagement Workbook for guidance on scoping for potential community impacts, identifying stakeholders determining the right level of engagement, planning a community engagement process, tracking engagement, reporting results, and evaluating the engagement and processes. (TRANSPORTATION SYSTEM PLAN 2.17)

Best practices engagement methods: Utilize community engagement methods, tools, and technologies that are recognized as best practices. (COMPREHENSIVE PLAN Policy 2.18)

2.18.a. Follow International Association for Public Participation (IAP2) Core Values. (TRANSPORTATION SYSTEM PLAN 2.18.a)

2.18.b. Follow City of Portland Public Involvement Principles. (TRANSPORTATION SYSTEM PLAN 2.18.b)

2.18.c. Follow Internal PBOT Public Involvement Policies. (TRANSPORTATION SYSTEM PLAN 2.18.c)

2.18.d. Consider tools and strategies offered by Metro's Public Engagement Guide in Portland's transportation planning activities. (TRANSPORTATION SYSTEM PLAN 2.18.d)

Community Involvement Committee: The Community Involvement Committee (CIC), an independent advisory body, will evaluate and provide feedback to City staff on community involvement processes for individual planning and associated investment projects, before, during, and at the conclusion of these processes. (COMPREHENSIVE PLAN Policy 2.19)

Review bodies: Maintain review bodies, such as the Planning Commission (PC), Design Commission, Historic Landmarks Commission, and Adjustment Committee, to provide an opportunity for community involvement and provide leadership and expertise for specialized topic areas. (COMPREHENSIVE PLAN Policy 2.20)

Program evaluation: Periodically evaluate the effectiveness of the Community Involvement Program and recommend and advocate for program and policy improvements. The Community Involvement Committee (CIC) will advise City staff regarding this evaluation. (COMPREHENSIVE PLAN Policy 2.21)

Shared engagement methods: Coordinate and share methods, tools, and technologies that lead to successful engagement practices with both government and community partners and solicit engagement methods from the community. (COMPREHENSIVE PLAN Policy 2.22)

Adequate funding and human resources: Provide a level of funding and human resources allocated to the Community Involvement Program sufficient to make community involvement an integral part of the planning, policy, investment and development process. (COMPREHENSIVE PLAN Policy 2.23)

Representation: Facilitate participation of a cross-section of the full diversity of affected Portlanders during planning and investment processes. This diversity includes individuals, stakeholders, and communities represented by race, color, national origin, English proficiency, gender, age, disability, religion, sexual orientation, gender identity, and source of income. (COMPREHENSIVE PLAN Policy 2.24)

2.24.a. The Portland Bureau of Transportation (PBOT) will provide meaningful opportunities for equitable community involvement in shaping the plans, public policy, and projects that support implementation of the Transportation System Plan.
(TRANSPORTATION SYSTEM PLAN 2.24.a)

2.24.b. Engage and support community members who are traditionally under- represented in Bureau projects, plans, and processes. (TRANSPORTATION SYSTEM PLAN 2.24.b)

Early involvement: Improve opportunities for interested and affected community members to participate early in planning and investment processes, including identifying and prioritizing issues, needs, and opportunities; participating in process design; and recommending and prioritizing projects and/or other types of implementation. (COMPREHENSIVE PLAN Policy 2.25)

2.25.a Furnish opportunities for early and ongoing access to balanced information about plans, public policy, and projects (TRANSPORTATION SYSTEM PLAN 2.25.a)

Verifying data: Use data, including community-validated population data, to guide planning and investment processes and priority setting and to shape community involvement and decision-making efforts. (COMPREHENSIVE PLAN Policy 2.26)

Demographics: Identify the demographics of potentially affected communities when initiating a planning or investment project. (COMPREHENSIVE PLAN Policy 2.27)

Historical understanding: To better understand concerns and conditions when initiating a project, research the history, culture, past plans, and other needs of the affected community, particularly under-represented and underserved groups, and persons with limited English proficiency (LEP). Review preliminary findings with members of the community who have institutional and historical knowledge. (COMPREHENSIVE PLAN Policy 2.28)

Project-specific needs: Customize community involvement processes to meet the needs of those potentially affected by the planning or investment project. Use community involvement techniques that fit the scope, character, and potential impact of the planning or investment decision under consideration. (COMPREHENSIVE PLAN Policy 2.29)

Culturally-appropriate processes: Consult with communities to design culturally-appropriate

processes to meet the needs of those affected by a planning or investment project. Evaluate, use, and document creative and culturally-appropriate methods, tools, technologies, and spaces to inform and engage people from under-served and under-represented groups about planning or investment projects. (COMPREHENSIVE PLAN Policy 2.30)

2.30.a Ensure public involvement and outreach practices, materials, and processes are culturally relevant. (TRANSPORTATION SYSTEM PLAN 2.30.a)

Innovative engagement methods: Develop and document innovative methods, tools, and technologies for community involvement processes for plan and investment projects. (COMPREHENSIVE PLAN Policy 2.31)

Inclusive participation beyond Portland residents: Design public processes for planning and investment projects to engage affected and interested people who may not live in Portland such as property owners, employees, employers, and students, among others, as practicable. (COMPREHENSIVE PLAN Policy 2.32)

Inclusive participation in Central City planning: Design public processes for the Central City that recognize its unique role as the region's center. Engage a wide range of stakeholders from the Central City and throughout the region including employees, employers, social service providers, students, and visitors, as well as regional tourism, institutional, recreation, transportation, and local/regional government representatives, as appropriate. (COMPREHENSIVE PLAN Policy 2.33)

Accessibility: Ensure that community involvement processes for planning and investment projects are broadly accessible in terms of location, time, and language, and that they support the engagement of individuals with a variety of abilities and limitations on participation. (COMPREHENSIVE PLAN Policy 2.34)

Participation monitoring: Evaluate and document participant demographics throughout planning and investment processes to assess whether participation reflects the demographics of affected communities. Adapt involvement practices and activities accordingly to increase effectiveness at reaching targeted audiences. (COMPREHENSIVE PLAN Policy 2.35)

Adaptability: Adapt community involvement processes for planning and investment projects as appropriate to flexibly respond to changes in the scope and priority of the issues, needs, and other factors that may affect the process. (COMPREHENSIVE PLAN Policy 2.36)

Process evaluation: Evaluate each community involvement process for planning or investment projects from both the City staff and participants' perspectives, and consider feedback and lessons learned to enhance future involvement efforts. (COMPREHENSIVE PLAN Policy 2.37)

Accommodation: Ensure accommodations to let individuals with disabilities participate in administrative, quasi-judicial, and legislative land use decisions, consistent with or exceeding federal regulations. (COMPREHENSIVE PLAN Policy 2.38)

2.38.a Follow City of Portland Civil Rights Title VI Plan. (TRANSPORTATION SYSTEM PLAN 2.38.a)

Notification: Notify affected and interested community members and recognized organizations about administrative, quasi-judicial, and legislative land use decisions with enough lead time to enable effective participation. Consider notification to both property owners and renters.

(COMPREHENSIVE PLAN Policy 2.39)

Tools for effective participation: Provide clear and easy access to information about administrative, quasi-judicial, and legislative land use decisions in multiple formats and through technological advancements and other ways. (COMPREHENSIVE PLAN Policy 2.40)

Limited English Proficiency (LEP): Ensure that limited English proficient (LEP) individuals are provided meaningful access to information about administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations. (COMPREHENSIVE PLAN Policy 2.41)